

BENT RIM BUGLE



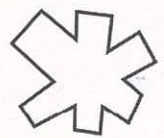
The official newsletter of the MMBA - Issue #73 - fall 05



MMBA News Pg. 3 - They Like Beer Pg. 6 - Chapter Chatter pg. 14



KONA 2006.



- EASTON ULTRALITE RACE FRAME
- TRUVATIV ELITA CYCLO-CROSS GXP CRANKSET/BB
- NOKIAN RAVAGOZZI CROSS 700x35c
- MAVIC OPEN SPORT RIMS
- WTB ROCKET V SADDLE



The Michigan Mountain Biking Association (MMBA) is a 501-(C)(3) non-profit organization. We have 1,600 members in nine chapters throughout Michigan. The mission of the MMBA is to promote responsible mountain biking and to work toward the goals of common land access and natural resource protection through interaction with policy makers, the cycling industry, race promoters, mountain bikers and other trail users.

The Bent Rim Bugle is published four times a year (March, June, Sept, Dec.) by the Michigan Mountain Biking Association and distributed to all members. It is made possible by volunteers and riders like you.

Bent Rim Bugle

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Letters/Comments/Submissions
Bent Rim Bugle

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Cover photo by Bryan Mitchell

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Fresh Dirt



Volunteers Needed for Treasurer and Membership Director

Currently, the MMBA is without a State Treasurer and a State Membership Director. If you have training or experience (for the Treasurer position), or are willing to put in the time to learn; please contact me (president@mmba.org, cell phone: 248-765-5242) for more information on volunteering for the positions and possible compensation involved. You do not need to be an officer of the organization or a member of the State Board to fill the position. The new software going into place should make both jobs easier and less time consuming than previous. If you are available, or know someone who is, please consider making some time to help support the organization in this way. We really need your help.

Membership fee schedule change

After many years of remaining the same, MMBA membership schedule is changing. The most exciting change is the introduction of new individual Youth, Lifetime, and Group/Affiliate Club memberships; and a restructuring of the corporate memberships. Dues are also finally going to start catching up with the times. Unfortunately, due to the rising cost of doing business individual basic dues will be increasing from \$22.50 to \$25. Not a huge increase, but necessary. These changes will be rolled out officially with the finalization of the membership and accounting software.

Growing pains

The MMBA is working on redefining our organization infrastructure. Our mission and values remain the same as they ever have, but the infrastructure that supports it must change so that we can grow. Unfortunately, along with new changes, sometimes long time members decide it's time to move on. Many thanks to Shari Scurr for her long years of involvement with the MMBA.

New trails, fresh ideas

Check out the SE chapter's progress on the new Rouge Park trail. They've been doing a fantastic job of getting the project rolling. The Rouge trail is a good example of MMBA advocacy, an MMBA trail coordinator (Go Harvey Santana!), business and community investment and involvement, MMBA members, and your MMBA dollars at work. Be sure to check the Chapter Chatter for more details of happenings in your area.

Fall.

I hope you all had a good summer of riding. Fall is perhaps my favorite time of the year to ride. I love the smell of the woods and the sound of the leaves crunching beneath the tires of my bike. Now that the days are getting shorter, check with your chapter for planning spring projects that can keep you involved in the sport in the dark days of winter!

See you on the trail!
Mary Ann Martin
MMBA President

News from the Executive Director – Todd Scott

News from the MMBA Office

Transportation Bill Passes

"Thanks to You, bicycling wins big in SAFETEA-LU!" – America Bikes

What's SAFETEA-LU? That's the bizarre acronym for the new federal transportation bill. What's in it for cycling over the next five years?

- \$612 million for Safe Routes to School
- \$370 million for Recreational Trails Program
- \$893 million for Transportation Enhancements

From a mountain biking perspective, the important number is the Recreational Trails Program, or RTP. For 2005, Michigan received \$1.7 million for trails, both motorized and non-motorized, but that will be increasing each year under SAFETEA-LU.

Michigan also has a Recreation Improvement Fund (RIF) that's also derived from state gas taxes. Together these grant dollars are spent primarily on DNR trails. The MMBA has a seat on the RTP/RIF advisory committee that oversees how this money is spent.

We have suggested some changes to take advantage of this added funding. There also seems to be a lack of connection between mountain bikers trail needs and what gets applied for. We're proposing a change to address that.

President Bush Rides Idaho Singletrack

"I heard the president really liked our trails," said Joey Klein, IMBA trail builder extraordinaire. "The security guys told us he had a blast riding the berms and drop-offs on the Culebra Loca trail, and that he headed back there for another ride early this morning. I think he was impressed with riding purpose-built mountain biking trails."

In response to the president's newfound interest in mountain biking, we've sent letters to some of our friends in Congress and the Michigan Republican Party. We said that if the president visits Michigan and wishes to ride, the MMBA can help make that happen.

We also added, "What many don't realize is Michigan has some of the best mountain biking trails in the U.S. What we lack in mountains, we more than make up for with an abundance of scenic singletrack trail through beautifully wooded forests."

It's a long shot, but you never know unless you ask.

State Legislation

House Bill 5116 was recently introduced by Representative Carl M Williams. This bill would "Establish a recreational program for minors. The program shall focus on expanding the participant's appreciation and knowledge of issues pertaining to the natural resources and the protection of the environment of this state." The problem: it's an

unfunded mandate.

Our bicycle bills have been temporarily chilled. Senator McManus has been focusing on direct ship wine legislation that could cause huge economic affects with the vintners in her district.

North Country Trail

The North Country Trail Association (NCTA) will host the 11th Conference on National Scenic and Historic Trails in September, 2007 in Duluth, Minnesota. Ironically for a group promoting a single-use trail vision, their proposed theme is "Diversity in the National Trails System." We look forward to attending.

No More Rails-to-Trails

As of October 1st, the Michigan office of Rails-to-Trails has split from their national organization and formed the Michigan Trails and Greenways Alliance. It's the same staff doing the same great work just with a different name. They also have a new web site at www.michigantrails.org.

Accounting/Membership

We've been working on changing our accounting and membership system. It's taking much longer than expected. IMBA's financial expert Erik Esborg has offered pro-bono services to help us get our new accounting software (QuickBooks) configured and running. Unfortunately QuickBooks doesn't have on-line membership functionality so we need to rely on two different programs. We have an inelegant but workable solution that's taking a bit of time to get running properly.

DALMAC Grants

The Tri-County Bicycle Association's DALMAC Grants continue to do great things to promote bicycling in Michigan, including many MMBA projects. In 2005 they've awarded \$44,750 in grants. Some highlights include:

- \$4,000 Trips for Kids Detroit
- \$4,000 Back Alley Bikes
- \$5,500 Kids Repair Program in Lansing
- \$5,000 Program to Educate All Cyclists (PEAC)
- \$5,000 West Mich Trails and Greenways Coalition

Freeride Updates

By the time you've read this, IMBA has put together another freeride guide. While at IMBA headquarters I had the chance to discuss the state of freeriding in Michigan from an advocacy viewpoint. IMBA really wanted to know more about the successes at Burchfield and our progress at Stony Creek. We discussed how Stony has required us to have a professional engineer sign off on the drawings -- they weren't aware of any other club taking freeride de-

sign to this level.

We also discussed the importance of getting freeride-focused riders more involved in the advocacy side. Apparently it's common for many freeriders to have "Let's build it now" expectations and aren't always aware of the many steps often required to gain land manager permission. On a related note, our MMBA insurance rates may be going up due to more clubs pursuing built trail structures. IMBA is working with our insurance provider to come up with a workable solution. Apparently some of the insurance providers were a little concerned with some of the built structures they'd seen.

Stony Gets a \$500 Tune Up

IMBA and National Off-Road Bicycle Association (NORBA) recently awarded ten \$500 grants to develop and improve trail systems used by racers and recreational riders. Tailwind agreed to sponsor our grant application and we are receiving a \$500 grant to "add new trail and a technical skills area to Stony Creek Metropark, near Detroit. Tailwind organizes a race at Stony Creek, which has become one of Michigan's premier mountain biking areas."

MMBA Store

The MMBA 15th Anniversary Pint Glasses are now available in our on-line store. The logo is laser-etched, which makes it a lot more permanent (and classy) compared with most other glassware artwork. They're nine bucks each and you can securely pay via credit card or PayPal account. We do not ship them pre-filled with any frothy liquids. That part is up to you.

Addison Oaks Grows

Oakland County Parks and Rec. recently purchased a huge (~300 acre) piece of parkland to the east of Addison Oaks. Its north of Romeo Road between Walker Road and Rochester Road.

About half of the land is wetlands. I met with an Oakland County Parks planner yesterday and apparently the tentative plans for this land so far is to have it open to passive recreation (biking, hiking, horses) and hunting. We mentioned that Addison Oaks is just not quite long enough to justify the drive for many within the County. We suggested expanding the trail to make it most similar to what you'd find at a DNR State Recreation Area.

New Oakland County Park?

Oakland County Parks is applying for a grant to purchase 260 acres of land in Highland Township. It's located along Milford Road about 3 miles north of M-59. The initial site plan calls for mountain bike trails. We wrote a letter of support for their grant application. In fact, their grant application has a page devoted to mountain biking and how it

would benefit the county.

Pontiac Lake to Highland Connector

There hasn't been much recent news on this proposed connector. However, White Lake Township Supervisor Mike Kowall has sent a letter to MDOT identifying this as a "critical connection." MDOT owns M-59 and crossing it near Bogie Lake Road will likely be the biggest hurdle both from an engineering and cost standpoint.

T.K. Lawless Funding

The Cass County Board of Commissioners is expected to cut funding for their county parks system starting October 1st. T.K. Lawless is operated by Cass County and could be affected. It's a possible 50% reduction in funding. Fortunately for T.K. Lawless, mountain bikers and hunters generate revenue for the park. This only reinforces the importance of us paying our way to access trails, especially during tougher economic times.

2004 Outdoor Recreation Survey		Mountain biking		Singletrack	
		In millions	Since 1998	In millions	Since 1998
Americans 16 & up	Participants	51	-4%	40	+1%
	Enthusiasts	11	+132%	7.6	+183%
Females 16 and up	Participants	20	-17%	14	-19%
	Enthusiasts	3.7	+60%	2	+113%

MTB Enthusiasm Climbs

The Outdoor Industry Foundation recently completed a recreation survey. They basically split users into two groups depending on how many times they participate in a sport. For mountain biking, those who ride 7 or more times a year are enthusiasts. If you ride less than that, you're a participant.

For mountain biking and singletrack riding, there are far more enthusiasts since 1998 while the number of participants has remained flat. For women, the participation numbers are down, but the enthusiast numbers are up.

Why is there a difference between mountain biking and singletrack? Not everyone who rides a mountain bike ride singletrack. That's more common among females than males.

Get Well, Shanman!

You may have heard that our MMBA member and dedicated volunteer Shannon "Shanman" Flynn suffered a heart attack this year. He's recovering and been given the go ahead to ride off road, which is good since he plans on riding at the Iceman. We all wish you continued success with your full recovery.

Get out and Ride!

Motor City Singletrack

MMBA TO BUILD DETROIT'S FIRST MOUNTAIN BIKING TRAIL!!!

After many months of planning and getting approval, our trailbuilding at Detroit's Rouge Park is underway. The City of Detroit has granted the approval for the Michigan Mountain Biking Association (MMBA) to begin construction of the first mountain biking/hiking trail at Rouge Park.

"This is an amazing opportunity for an urban singletrack trail along the Rouge River," says Harvey Santana, MMBA Rouge Trail Coordinator. "It's going to be a great asset to the community, especially the kids. As a native Detroiter this is my small way of giving kids a chance to participate in a recreational activity that is typically found well outside the city limits."

The initial effort is to build a beginner/intermediate loop around the Rouge River from Tireman to Joy Road. Our rough estimate is it'll be around 3 miles long. The anticipated trail opening is spring 2006. A next step is to add expert technical options off this main loop. We'll also look at extending the trail northward for an additional 3 to 5 miles.

Funding for this project has come from a \$4,500 grant from REI (www.REI.com) as well as private donations. According to Danielle Heckman, REI Outreach Specialist, "This project compliments REI's commitment to promoting environmental stewardship and increasing access to outdoor recreation. The funding will pay for signage, benches, small foot bridges, maps, and more." The trail itself will be constructed by MMBA volunteers.

"Beyond just the recreational benefits, we believe this trail will build greater awareness and stewardship for Rouge Park, the river corridor, and the outdoors in general," says Todd Scott, MMBA Executive Director. "Natural outdoor experiences are limited within the city and not everyone can drive to the larger parks in the suburban regions."

"Rouge Park is also a part of the Mayor's Movement for Life campaign," adds Al Fields, Detroit's interim Chief Operating Officer.

In addition to the new trail, the MMBA will be working with Friends of Rouge Park and the Greening of Detroit to reforest portions of the park. General park cleanups are also being scheduled in conjunction with this project by local community organizations and schools.

Additional information on this project is available on-line at www.mmba.org/rougepark.htm.

Edwards Creek Buzz

Randy Merren and crew have built the new Edwards Creek trail in Greenville.

These 6.5 miles of tight and twisty trail are getting rave reviews on the MMBA web site.



"I'm loving this new west side trail."
Posted by Seether

"I rode Edwards Creek today and was very impressed. One person I was on his first mountain bike trail ride. Now he wants to ride once or twice a week and wants to buy his own bike."
Posted by Mike636907

Wow, rode tonight and amazed. The trail is so nice it's hard to believe it's in little old town of Greenville. All you guys who put in all the hours and hard work congrats, you have created something that will be enjoyed for years to come. Thank you very much for the great trail."
Posted by Bignlow

See map on Page 10

T.K. Lawless Funding Update

Just wanted you to know that the County of Cass cut our budget by 50%. It hurts, but I should be able to keep Lawless open with a little more tightening of the financial belt. The only problem with that is, we are running out of notches. Thanks again for your support and the support of your members. Those who called or wrote letters on our behalf, I believe, made a big difference in the amount that we did get. Some agencies were hurt much worse than us, and some received no funding at all. We are working on more stable funding for the future, so until that funding occurs, we will take one day at a time. See you at the park.

Thank you,

Scott Wyman, Director
Cass County Parks

There is a Beer at the End of Every Ride

by Claudia and Frank Bean

The pictures in this article are of us at Ore to Shore in 2004 and again in 2005. We look a bit different this year- less fat flapping around, for sure. Our ride time in 2004 was 5:52, and we rode together. In 2005, Frank's time was 4:06 (with two chain breaks) and mine was 5:05 (with a slight detour of about 20 minutes off the course). Frank's goal was to beat 4 hours, so he almost made it. I just wanted to beat my time from last year, so even with my getting lost, I shaved 45 minutes off my time.

We like beer. We drink a lot of beer. The problem with beer is it gives people Beer Bellies. I started to get my Beer Belly when I was 12 years old. Oh, I know, the drinking age was 18 when I was growing up in New York State in the 80's, but that's a different article. Frank, well, he says he was just plain FAT when he was 12 years old living in Texas. One day, after I moved to Texas, our bellies met and it was love at first sight. Years later, married and sedentary, fat and happy, we were sitting on the couch together in Michigan in 1999 drinking beer, gaining weight, and losing muscle mass.

We bought hybrid bikes in 2000 with the idea that we would enjoy the cooler weather in Michigan by being outdoors more. We toolled around the neighborhood a few times a week, and we built up a little stamina, but nothing that a few days on the couch wouldn't take care of... We weren't really doing enough to make a difference. Or were we? We found out we enjoyed riding our bikes and did it more often.

Then we knew it was a sign when the Dearborn Recreation Center opened in June of 2001 literally down the block from our apartment. We knew it was a calling to us to get off the couch together once and for all and do something about our health. After all, we had moved from Texas to the north so we could enjoy the summertime more. Texas is sweltering hot six months out of the year, so it was difficult for us to enjoy the outdoors. How does Lance train in those conditions? Anyway, Texas had great beer, but we were pleasantly surprised by the quality of Michigan beers, so between beer and the nice summers, we decided to stay in Michigan. So, sitting on the couch, drinking Bell's beer, we held our hands tight, rocked back and forth until we gained enough momentum to lift our bulging bodies off the couch and signed up for a membership at the Rec Center. And we went!

We loved the cooler weather in the fall and were anxious to see if there were any biking opportunities out there for us. On a web search, we found an intriguing ride called The Iceman, held in the Traverse City area in November. Gosh, that sounded crazy! Riding bikes in possible snow, hail, sleet, cold rain, or slippery leaves? But it sounded like a great goal to try to meet, so that got us on our bikes more. I can't say that we "trained" for the race, but it was a goal nevertheless. We did the ride on our hybrids, and we completed the 28 miles in about four hours. The conditions weren't so bad- a little cold, some rain turning to snow at the end. We felt like we had met a major accomplishment at

that point. That was when we first met Todd Scott, who was jogging the 28 miles backwards on the trail with a friend as he had already finished the race. We thought, "Who the hell would run 28 miles after biking 28 miles in cold weather?" Who- well, Todd Scott, of course...

That success was the catalyst for us to step up our workouts and riding. By 2003, we were riding trails several times a week, year round, and working out a few times a week at the Rec. Center. But in 2004, we noticed that although we rode more, we weren't really losing weight. We had some strength

and muscle, but we were still FAT! Fat translates to slow on the bike, and we became tired of being slow and at the back of the pack all the time. But what to do- quit drinking beer? We had several serious conversations where we contemplated giving up beer to lose weight. But we came to our senses, squashed that self-intervention and discovered an alternative plan. It's the Bloom County Diet: Eat Less; Exercise More, named after one of the daily strips showing Opus going through all the fad diets he was trying with Milo behind him saying, "Eat less; exercise more." It is so simple, but it is not easy.

But the fat factor wasn't the only catalyst for us to try to get in better shape. Some of our very good friends have some serious health issues- cancer, multiple sclerosis, cancer, victim of stroke, cancer, lung problems, cancer, and so on. These bolts of lightning can strike anyone at anytime, so we ride while we can. We ride for those who can't. We ride every time we can except when we can't. We will ride until we cannot pedal the bike because there may be a time when an unfortunate health issue will happen to us.

If that happens, I'll be on the couch making chain ring jewelry and trying not to gain the weight back.

Frank's Moment of Clarity came after his Iceman performance of 2004. It was a severe disappointment as he describes in a posting to the Team Tree Farm Forum:

"I'm going to take a moment over my lunch break to be a little serious. The Iceman this year was quite a shock and pretty demoralizing for me but I decided that I have to learn something from it and use it as a catalyst. 2 years ago I had only been riding a year, I had a hybrid bike and I signed up for the Iceman. It was a cold, grueling 28 miles but I survived and was proud that I had completed it. My time was 3 hours 46 minutes. This year, I had a better bike, I'd been riding 3 years, and I felt I was in better shape than I've been most of my life. This time the Iceman was in better weather and only 26 miles. I completed it in 3 hours 29 minutes. To put it lightly, I'm not very happy with this 'accomplishment'. Next year, 2-3 weeks after the Iceman I will be forty. Next year I WILL complete the Iceman and shave a minimum of an hour off my time. When the race arrives I WILL be within 10-15% of my 'ideal' body weight.



Continued on page 16

Digging Deep for La Plata Grande

By Todd Scott

It was 1998. I was racing across one of the flatter sections of the Leadville 100 when I caught a guy with a strange riding style. He would spin madly then coast, repeating this over and over again. "Weird," I thought. But later I realized the rest of the story. He was one of those singlespeeders I'd read about.

He proceeded to stand for 90-some minutes of climbing and put a half-minute on me. As I spun along in my granny gear I thought how insane he must be.

One interesting aspect of endurance racing is it pushes you to do stuff that normal people consider practically impossible.

For example, in the mid-90s we had a team of five racing at the 24 Hours of Canaan when John Stamstad first raced solo. Initially even the promoter didn't think it was possible and wouldn't accept John's race entry. Pulling a fast one, John signed up using four different variations of his name. Not only did he finish, he almost beat our team.

A decade later and we not only had 37 solo racers at the 24 Hours of Boyne, but nine of them are on singlespeeds.

The Leadville 100 race is grassroots mountain bike race steeped in tradition. In its eleventh year, it's 100 miles of not-too-technical jeep trails and roads with 10,000 feet of climbing. Of course the kicker is the elevation with a low point of 9,000 feet and a peak at 12,600. There's so little oxygen that even the Denver people wheeze.

This year is my eighth Leadville bike race. The promoters are dangling a carrot: finish ten Leadville bike races and they'll give you a super-sized commemorative belt buckle. Last year I did this race on a singlespeed just to add some spice to my ten race march. I finished about nine and a half hours, which was good enough for a proper-sized silver buckle. Had I come in under nine hours and I would have had a La Plata Grande – the big gold and silver buckle. I played back the race in my head but no matter what, I never found how I could go 30 minutes faster.

I was all set to resume geared racing at Leadville this year when I learned the promoters had added an official singlespeed category. I could not pass it up so I threw the 32x22 gearing on my Kona and drove to Colorado.

It's race day at 6:30 AM. A shotgun fires and 650 fat tired racers start with a super fast (25-30MPH) four mile



La Plata Grande - The large Leadville belt buckle for finishing in under 9 hours



Todd at the early morning race start. Photo courtesy/Todd Scott

paved road descent. That's not good for singlespeeders geared to climb mountains. It's a mix of some 150 cadence pedaling with a lot of aero tuck. One good thing is all the singlespeeders are following the same routine so it's really easy to figure out where the competition is. The bad thing is getting passed by all the geared guys.

But the first mountain pass evens the field. Last year I ran out of breath near the final crest. This year I cleaned the climb.

Yee haw!

The second mountain pass is a singlespeeder's dream.

It's not too steep and with a bit of effort you can really push your way through the geared field. Plus, it's always nice to climb comfortably and get slowly warmed by the sun rising over the horizon.

This climb ends with a steep, humbling, collar bone busting downhill.

Compared to other years,

the previous day's rain keeps the dust down. We actually get to see the big rocks and ruts before we slam into them.

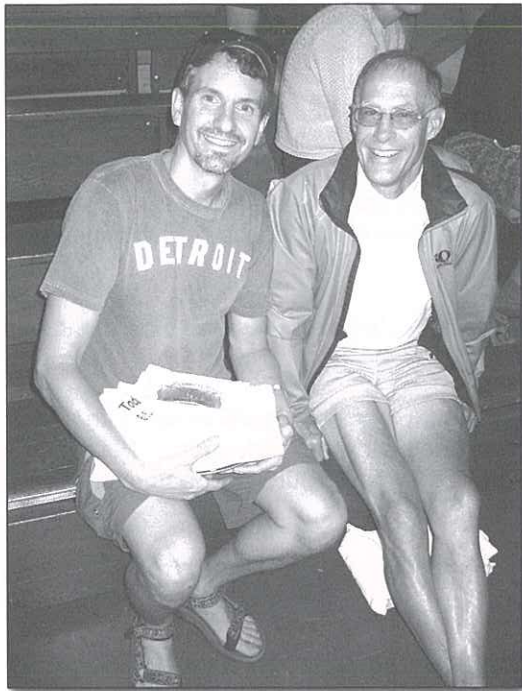
Leadville has a couple long, flat sections. On a normal bike, it's a good chance to shift up, ride in pelotons, chat with others, and enjoy art of drafting. On a singlespeed, it's a good chance to spin out, watch groups ride fly past, and reconsider your race category decision.

Eventually though, you get to the Twin Lakes aid station. I pull on a new Camelbak, grab a full bottle of concentrated energy drink and face an evil seven mile Columbine climb.

As I leave the aid station I spot a local Paint Creek Bicycles jersey. It's Tony Osgood and this is his first Leadville race. He asks if we are on the big climb and I enjoy telling him that this is just the prolog to his Columbine initiation.

Oddly enough, I feel great climbing Columbine, even at a cadence of 30 RPM. For reference, when Lance Armstrong is climbing his legs go around three times for every one mine go around. It's slow but it's the cross singlespeeders bear on Rocky Mountain climbs.

During the ascent, two singlespeeders pass me with one calling me a crazy son of a female dog. I am now in fourth place. But when the trail slope gets steeper past the tree line, one of my competition, a guy with an unusually bright red goatee stops for a break. Further up during a hike-a-bike, I trudge past second-place.



Michigan takes two wins: Todd in the singlespeed category and Art in the men's 60 and up. Photo courtesy/Todd Scott

Shooting down Columbine is mostly fun. The scary part is the top since it's a narrow two-track with one good line and two-way traffic. I can't complain. I don't hit anyone, ride too far off the trail, or get a flat.

Back at Twin Lakes my girlfriend puts another Camelbak on me and says I'm only a few minutes down on first place. And, to make things even better, I've got a strong, cool tailwind. There's thunder cracking over my shoulder and it's rolling over the top of Columbine. My timing is fortunate. Later riders are being greeted with hail and light snow – as if the climbing wasn't enough. Far ahead of me I see another rider spinning a low gear. It's the first-place singlespeeder. When he stops for a trail-side bathroom break, I sneak past and into the final aid station. I ask Karen, "Do you know who's in first place?" and yell "MEEEE!!!" as I ride on.

But the glory doesn't last long. On the long, flat roads he catches and passes me. With my head down, I draft him as long as I can and try to keep him in sight.

After 80 miles of riding, the Power Line climb is rarely climbable except by the true billy goats. I don't mind this because I can push a bike a wee faster than most. Besides, whether pushing or mashing, I still feel great and the gap to #1 keeps getting smaller.

I finally catch and pass him, but he hangs on. He passes me back on the next pitch.

We continue to swap leads until I punch it at the top of Power Line. Keeping up the pace, I take some chances on the descent and never see him again.

On the final major climb a spectator mentions that I was "on the cusp" for breaking nine hours. I think might too optimistic, but just in case; I keep pushing my pace over the pass and back down through the St. Kevin's historic mining district.

From mile 95 to the finish, the course is relatively flat with one short grinder midway. I am trying to do the math. Do I have enough time to break the nine hour cutoff?

I keep looking back for geared riders that I can draft and go a bit faster. Sure enough my prayers are eventually answered. A group of five pulls up and I jump into their draft. The group keeps fracturing with a couple of us trying to keep everyone motivated and working together.

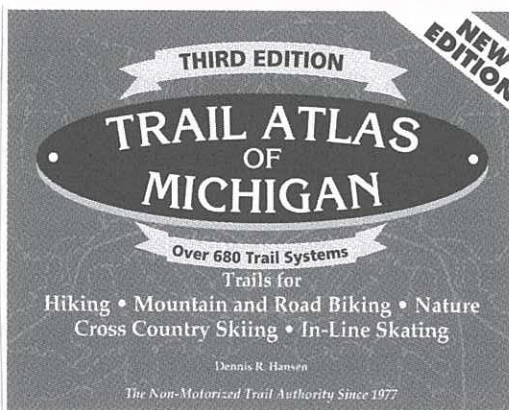
But after a few very fast miles, it all falls apart.

At mile 99, I'm off the front and by myself. With a half mile to go I can see the finish line in Downtown Leadville. Some guy says "One minute left... No... 40 seconds..." I'm spinning like a man possessed. The race announcer counts down in a screaming voice. The crowd of a couple hundred is so loud. I'm breathing so hard that my diaphragm starts to cramp.

But I make it, crossing the line with six seconds left on the clock. 8:59:54. I hug my teary-eyed girlfriend and speak small snippets of speech between big gulps of air. It's a spectacular memory that we'll never forget.

After the seven prior races, I thought I had a handle on what I was capable of. Once again I was proven wrong.

Trail Atlas of Michigan, 3rd Edition



The 25th Anniversary Edition! This 3rd Edition is totally revised for 2002. The first revision since 1997. The only comprehensive guide of non-motorized trails in Michigan. Covers hiking, x-c skiing, mountain and road biking, in-line skating and nature trails. Over 680 trail systems, 789 pgs, 11" x 8.5" & 5 lbs! Every trail entry includes at least one map (often more), addresses, phone no's, web sites, trail head directions, complete trail descriptions, difficulty ratings, general trail information and much more. 7 pages of C/C & CVB phone No. & web sites for easy trip planning. Time tested (25 yrs) trail location system for every part of the state. 11 page index! The undisputed non-motorized trail authority for Michigan since 1977.

\$34.95 plus \$2.10 tax. Shipping / handling are FREE.

Hansen Publishing Company, 1801 Birchwood Drive
Okemos, MI 48864

2006 State Park Camping Fee Increase

DNR Director Rebecca Humphries recently approved increased camping fees for 2006 as recommended by the Citizen's Committee for Michigan State Parks (CCMSP).

As a CCMSP member I can honestly say we didn't have much choice given the timeframe and how little our state legislature is willing to fund our state parks. It's a thoroughly reviewed plan that keeps our fees in line with those charged in other Great Lakes state park systems.

Fortunately, most of the state parks with mountain biking (e.g. Yankee, Fort Custer) will not see the \$4 camping fee increase, but will have an increased reservation fee of \$8.

I know many folks have wondered why the other area parks aren't suffering the same financial woes. Other parks often rely heavily on tax millages to make up for the lack of funding provided solely by the park users. For example, if you live in Oakland County and own a home with a State Equalized Value (SEV) of \$100K, your actual total bill for the parks compares as follows:

	Vehicle entry fee	Millage	Total annual cost
DNR Parks	\$24	-	\$24
Metroparks	\$20	\$21.54	\$41.54
Oakland County Parks	\$28	\$24.22	\$52.22

Camper feedback will be taken by e-mail at DNR-RecreationFeedback@michigan.gov. You can also use postage-paid, self-addressed postcards will be available in all state parks with campgrounds and in four day-use locations.

From the DNR

Q) What will be increasing?

A) There are four basic areas of fee increases:

- All camping at 35 high-demand state parks (85% or greater occupancy in July) will increase \$4 a night.
- The reservation fee for all camping (not harbor) reservations will increase from \$2 to \$8.
- The cancellation fee for camps will increase from \$5 to \$10.

Site transfers will cost \$5

Q) Why are you raising fees again?

A) The Parks and Recreation Division anticipates a \$4.5 million budget shortfall in 2006. Since we are required to be self-funded, we have no choice but to raise the funds to cover this shortfall.

Q) How did you pick the 35 parks that will be going up?

A) The demand for these parks is high enough to support a \$4 increase. These locations have the highest occupancy rates in July, our peak month. Another 35 locations will not be increased so it leaves options for people who cannot afford a \$4 increase in camping.

Q) Very few private campgrounds have reservation fees on top of camping, so why do you?

A) We want to represent our costs accurately to visitors. By separating out a reservation fee, visitors know what portion of their stay goes to pay for the reservation service and what portion is used for operating the park and the campgrounds. For every night of camping, the reservation service costs \$2.42 and the average length of a stay is 3.4 nights. That means, each camping stay costs PRD approximately \$8.23.

Q) Why not get rid of the reservation system if it costs that much?

A) Reservations are the only way to guarantee that people who want to camp in a state park will have a place to do so. Reservations have become an expected convenience for most of our visitors. The cost of having individual staff people

in each state park would be far more costly than having the Central Reservation System. Also, this reservation system provides the division with very important information about our visitors, what their needs are and statistical data for planning and operational needs.

Q) How can you be so far in debt?

A) In 2004, the Parks and Recreation Division lost \$9 million in a general fund cut. In one year, we had to absorb a very large cut. We have raised some of the lost revenue through increased Motor Vehicle Passes and camping fees, but inflation and added energy costs continue to eat into our resources. Compared to other states we lead the nation in generating revenue from our visitors and yet we're tied for last in terms of the amount of public revenue support. We have the 2nd highest number of campers and the 9th highest visitor counts of any state park system in the nation.

Q) Can't you just operate more efficiently?

A) We already have made deep cuts in staffing, delayed expenditures and done all we can to streamline our operations. Most state park systems spend an average of \$2.82 per visitor, and Michigan spends only \$1.74 per visitor. We have already cut back to the bare bone.

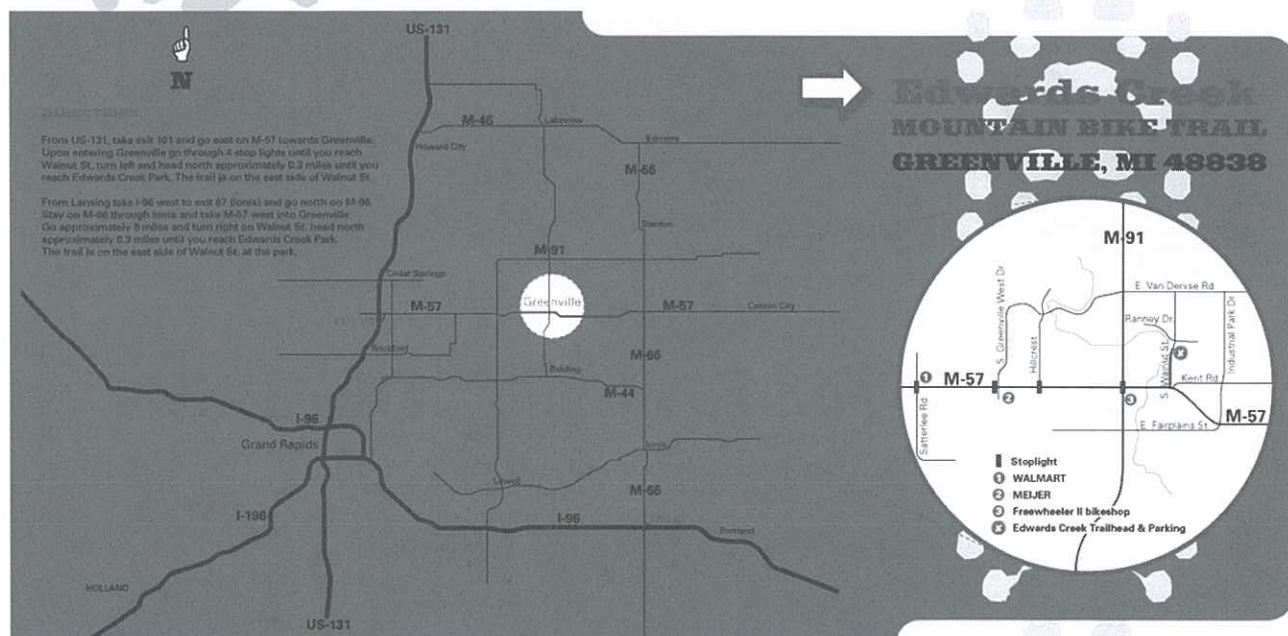
Q) Will this increase solve your budget problems?

A) Not in the long-term. This increase will provide the necessary breathing room to craft a more long-term approach to our structural funding imbalance. In addition to higher operating costs, we have identified \$95 million in needed, unfunded infrastructure repairs and have no funding for the estimated \$18 million in annual routine and preventative maintenance needs projected for our infrastructure.

Q) What are you doing to address a long-term solution?

A) With the assistance of the Citizens Committee for State Parks, we are developing a comprehensive system-wide revamp of all fee structures and proposing a long-term, stable revenue source for infrastructure and operational needs. We will also continue to find ways to operate more efficiently and streamline our programs to give our visitors a better value.

Edwards Creek Mountain Bike Trail TIGHT, TECHNICAL & CHALLENGING TRAILS!



The Edwards Creek trailhead is located at the park east of Walnut Street. There is currently 6 miles of winding intermediate and expert singletrack trail including a good variety of terrain. Short, intense climbs, downhill with plenty of rocks, roots and log crossings and lots of off-camber trail to keep you on your toes. This trail is tight, technical and very challenging. Bring your technical skills and endurance. More trail will be added in the future. For more information or questions about the trail contact: Randy Merren @ 616.894.1631 Go to the mmba.org website - trail guide - Edwards Creek to check out photos of the trail!

Mountain Bike Challenge - Painting

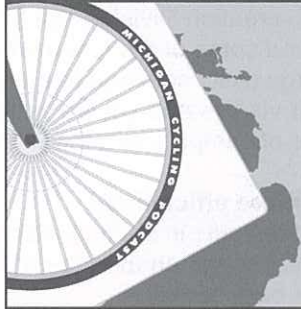
Limited edition water color painting capturing the spirit and challenge of mountain bike racing. Created by Kona Midwest Racing sponsor, Leisure Time Art. Only 500 offset Lithographs were produced for this limited edition painting. Each print is individually signed, numbered, and authenticated by artist Kathy Boltz-Phillips.



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To purchase yours visit **Continental Bike shop** in Hazel Park:
248.545.1225 - visit our website at www.konamidwestracing.com
or contact Team Managers Chris Filipiak at:
313.282.5404 - email: cfilipia@hotmail.com
or Bryan Mitchell - email: bryan@bryanmitchell.com

Michigan Cycling Podcast



The Michigan Cycling Podcast is a free radio-style program for the Michigan Cycling Community. The show is produced weekly March through October and monthly November through February. Each program shares news, features, and event information. Visit the website for current & back episodes.

michcycling.com



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MOUNTAIN KIDS CORNER



Summer 2005- The Michigan Mountain Bike Association and Mountain Kids would like to thank South Lyon Cycle and Ben Green, Sales Representative from Giant Bicycles, for the donation of 4 Giant Boulder SE mountain bikes for use in the mountain kids program.

Sarah Manning-Mountain Kids Program Director

The Mountain Kids program had another successful summer season. We serviced 270 kids through Oakland County Parks, Battle Creek Parks and Recreation and a Girl Scout Troop from Redford. We visited Island Lake State Recreation Area, Addison Oaks and Fort Custer State Recreation Area. All of the kids had a blast riding brand new mountain bikes from Giant, learning about mountain biking and discovering area trails. The kids loved the new bikes; many of them were very impressed with how nice the bikes rode. The kids were also anxious to go mountain biking again with their families over the summer. South Lyon Cycle did a wonderful job of providing technical support for the summer. I took some bikes to them that had been broken during the events; South Lyon Cycles was able to repair them quickly and at no cost. I would especially like to thank Tom Klinkman, Pam Tum-

barella, Mike Strozeski and Bryan Mitchell. The program would not be successful this summer without their help. The Northern Chapter is in the process of starting up a Mountain Kids program. They had a successful event in the spring; with another event planned for September during the Mountain Bike Festival. They will receive many of the Novara mountain bikes that were replaced this past spring. Keep an eye out for some more events to be held up north in 2006.

If you're interested in scheduling an event for the 2006 season; please send an e-mail to mountainkids@mmba.org. Please include Mountain Kids in the subject line. I will start scheduling 2006 events in January. I hope to see everyone out on the trails.
Sarah Manning

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Road Trip

Photos and Story by Bryan Mitchell

"This reminds me of snowboarding except I'm not freezing and it's so much more fun," Crispy says as we ride the lift back to the top of Snowshoe Mountain West Virginia. Ya, I could get use to this," I replied.

Don't get me wrong, I still love riding cross country, and there is plenty of that at Snowshoe. It's just that riding big bikes, our Kona Stinkys in this case, down the mountain and getting a lift back up is so much damn fun! Like when you were a kid and went sledding. You went for the rush of zipping downhill and hoped your dad would pull you back up.

We were at Snowshoe for the NORBA Nationals and decided to stay over an extra day to check out the bike park and some of the other trails. The only disappointment we had was we didn't have time to stay longer. The new trails are the steepest, most root invested sick trail I have ever been on and loved every minute of it. This is no place for a novice rider and it helps to have a big bike with lots of travel along with pads and a full face helmet. All of which can be rented at the Snowshoe bike shop.

This brings me to a possible downer, the cost. It runs \$35 a day to ride both sides of the mountain with a lift pass and shuttle pass. But the fun is well worth it. We didn't have time to check out the mountain cross course which is ok because I suck at jumping anyway, maybe next year. Oh and one last thing, plan on crashing and maybe coming home battered and bruised, I know I did.



Crispy rolls over some roots on one of the steep trails.



Crispy does a drop on the pro DH course.



Bryan rides one of the high banked berms. Photo|Crispy

If You Go:

Snowshoe Mountain West Virginia is about 500 miles from the Detroit area and takes around 9-10 hours to get there.

<http://ride.snowshoemtn.com/> - 877-441-4FUN

Chapter Chatter

Northern Chapter News

Greetings. I hope all is well with my fellow mountain bikers. A lot has happened this past year including an awesome High Country Pathway Summer Solstice ride. As was mentioned earlier, The Grand Traverse Land Conservancy has hired IMBA's Trail Solutions group to construct mountain bike trails on protected land.

The YMCA camp, Camp Hayo-Went-Ha, has asked us to help them construct mountain bike trails on their 600 acres of property on the shores of Torch Lake. We will be having a trail class located at this camp sometime later this year or early in the spring. This property is perfect and will offer very challenging terrain to ride on. The trails will be open to the public with very few restrictions.

A meeting was held between Eric Isaacsen, our trail coordinator and Hartwick Pines State Park earlier in the spring to begin the process of designing new singletrack. Another meeting will be scheduled yet this fall. The meeting went really well and the park is excited to offer additional trails to their park visitors. The delay is the lifting of the trails moratorium still in effect on State Park land.

The next info is really cool: We are finally getting our chapter's Mountain Kids program off the ground. We have secured some quality bikes through donations by the local Sheriff's departments but we don't have enough yet. We are in need of quality used 24" and 26" bikes. If you or anyone you know has such a bike and would like to donate it, please contact northern@mmba.org. If you can't afford to donate it, we will buy it but it has to be a good deal and a good bike. Think of a bike you would let your child ride.

Look for information on the Michigan Bike Festival in the next issue.

As always, please come up and visit but don't leave a trace. Thanks.

Ride On! Eric Isaacsen aka "The Dirt Guy"

New Singletrack in Copper Harbor

The woods around Copper Harbor have been alive this summer with some dedicated individuals intent on adding more miles of singletrack to the existing trail network. The result has been over 3 miles of new singletrack that are not only fun to ride, but showcase some of the phenomenal scenery that the Keweenaw Peninsula has to offer. The largest addition is on the "Garden Brook Trail" which opens things up on the west side of U.S. 41. By connecting two previous "dead end" trails, the GBT now links Copper Harbor with the county owned Keweenaw Mountain Lodge and accesses a separate existing trailhead. The 3 mile singletrack includes about 550' of vertical elevation and traverses into the Brockway Mountain Valley on terraced overlooks of the Garden Brook, through some patches of old growth white pine for-

est. Some very cool bridges have been built over some low spots and represent 4 of the 10 new bridges in the area that were built or extended upon this season.

The other new addition is a 1 mile singletrack recently made for the Fat Tire Festival. "Elmer's Trail" will bypass a low lying and swampy trail that has been used for the race in the past. It will bring riders high on a ridgeline before a true Copper Harbor-esque descent down the newly created "Clyde's Slide"..... for those familiar, Clyde's Slide closely resembles the existing white knuckle descent of Paul's Plunge. The top of Clyde's Slide has a great view of Copper Harbor and Lake Superior down below.

The locals are taking advantage of the great weather and remaining days of Summer, while looking forward to the Fall, the color season and some of the best riding of the year. -Sam Raymond

Western Chapter News

Plans are on track for the Luton Park initiative. GPS has been sent to the county and they are proceeding with the Flora and Fauna review of the trail corridor.

Chapter president Dennis Murphy has been appointed to the Millenium Park Citizens committee. Millenium Park is a 1500 acre planned urban park in the center of the Grand Rapids metropolitan area. Riding will still be permitted at Yankee Springs during hunting season again this year. As always, ride safe, wear orange.

Cannonsburg State Game Area is closed to riding as of Sept 15th. Please ride at Cannonsburg Ski Area or other local trails. By game area rules, your bike could get confiscated.

Chapter meetings: Monday September 12 and Monday Nov 14 (chapter elections date).

Trail dates: Yankee Springs Sept 17 (Saturday), Trail School 101 in October (tentative)

Dennis B. Murphy

Potawatomi Chapter News

When Jason Jones volunteered to rescue the Potawatomi Chapter's Annual Event, The Triple Trail Challenge, we were all excited. To think it almost didn't happen this year! It is a cool event that showcases some little know and rarely experienced trails right next store to the good old Poto. Little did we know that we would have by far the largest turnout ever! We estimated around 250 riders, with about fifty percent of them being MMBA members. Thank you to everyone who came out for the ride. Thank you for helping us buy our new trail mower. And thanks for buying our cool T-shirts. Next year's TTC should be even better! Hewens Creek, the new park in Ypsilanti Township, is open and the trails need your help. New means bumpy, so help us break them in by riding often! New trails will be added all of the time, so just follow the signs and enjoy. Check the Trail Guide on the MMBA website for updates. The new boardwalk that parallels Doyle Rd. at the Poto is a nice addition to the Gosling Lake section of the trail. Thanks to the DNR for getting us off of the road and re-

claiming that section of formerly swampy trail. October 1st is IMBA's "Take a Kid Mountain Biking Day". The Poto Chapter will be hosting a ride for kids at Olson Park in Ann Arbor, check the MMBA calendar on the website for more details.

Let me thank everyone again who contributed to the purchase of our new Poto Chapter trail mower! It has been in service almost every weekend since the TTC building Hewens Creek and keeping the Poto, Brighton, and the Ann Arbor trails under control.

Bill Mayer

VP - MMBA | President - Potawatomi Chapter

Southeast Chapter News

Fall 2005 is shaping up to be a busy time of year again for trail building and maintenance. We have several projects that will continue through the fall and next spring. Look for current workdays to be posted on the MMBA website, Calendar, and Bulletin Board.

Don't forget the annual BBBB (Bulletin Board Biker Bash) is coming October 16th to Novi's Lakeshore Park. Headed up by Joe Foy (aka Hockeydaddy) and Adam Claar (aka K2 Beast) this should prove to be as fun as always with group rides food, fun, and friends. If you would like to help or have suggestions please contact them directly or shoot an e-mail to southeast@mmba.org Look for more details to be posted online.

Newly formed Free Ride Committee for the SE Chapter was voted on and enacted at the June Chapter meeting. The FRC is being established in full headed up by Dan Zendun (Tenacious D) and will be meeting to discuss mission of the FRC. The initial ideas hover around being a resource or support committee for the chapter trail coordinators (TC's) to use when questions of Free Ride stunts or opportunities arise. The FRC could help point the TC's in the right direction by providing some ideas, references, or support.

Trail Work:

Maybury:

Dave Porier along with Jean Steinberg, Lee Moeler and Brent Steinberg have all put a lot of effort into this trail's re-birth. We have new re-routes finished up that eliminated poor drainage (muddy areas), poorly eroded sections, or areas that presented undue safety concerns. The new sections have some great flow and added technical feature options...If you haven't been there in a while I suggest giving it a try again, you'll be pleasantly surprised. We have one or two more small sections to re-route before we can call it done, so look for workdays in the Fall, Winter, and Spring.

Lakeshore Park (AKA Novi Tree Farm):

Dave Cox and Shannon Flynn took over as trail coordinators this year and have done a fantastic job. Working hard to finish the bridges and finish up the long term project of a single direction MTB trail. The City of Novi has been very helpful with new signs and maps installed and in place for new riders and visitors. There was a small workday just a little while ago to remedy a few issues including

fixing the crater. This will be the location of the 2005 annual BBBB which Adam Claar and Joe Foy are heading up.

Stony Creek:

By the time of this newsletter Mike Moss (the trail coordinator) will have held a few small workdays to fix the bridges and low spots. Unfortunately the park management has been very slow to finalize the skills park sections and areas that a dedicated group of volunteers has been working on. We are hoping to have this finalized soon...but don't have any hard dates as yet. If you want to get involved please e-mail southeast@mmba.org and check the MMBA Bulletin Board for details.

Rouge Park Project:

A project headed up by Harvey Santana has been approved the M.O. U. is moving forward and the first trail days are planned for early October. Work will continue through the fall and spring to officially ready this new trail system. The team includes some long time volunteers and initially progressing rather quickly. Look for details as they arise on the MMBA BB or Southeast Chapter website.

Hickory Glen Park (Commerce Twp.):

This is a unique little trail that offers the late and early season riders a reprise from mud and ice. The soil at Commerce (HGP) drains very very well...making it an ideal fall/winter/spring trail. Don't be shy to get out and try it

Bald Mountain

Since George Hamzik took over as the MMBA trail coordinator in spring 2004 he has been doing a great job maintaining the trail with help from a few volunteers. But he can always use more help to keep this trail trimmed and clear for riding. Please e-mail myself or George if you can help him out. tcaldmtn@ameritech.net or southeast@mmba.org

Island Lake

This trail is still gets some of the heaviest traffic volumes of any of our SE trails...which only helps point out it's flaws. The trail has again been very sandy this season and is continuing on a decline in some of the older remaining trail sections. Our next focus is to get out and talk to the newer staff at ILRA to determine what can be done and how fast. We have several areas that need immediate attention and re-design. Hopefully for the late fall or spring we can have some approvals and decisions.

Highland

This trail is what it is...a good challenging terrain with natural features to aggravate your every riding flaw. A trail that has always been considered for more advance riders this still holds true do to the help of several volunteers. Please help us keep this trail the ways it is...**DO NOT REMOVE ROCKS, LOGS, or TREES.** This trail is meant to be challenging. Selfish actions like removing trees in tight turns only hurt everyone.

Mike Flack - SE Chapter Pres. (southeast@mmba.org)

Continued from page 6

I've decided there are three things that I need to do to accomplish this.

- 1) Eat better - I probably eat out at lunch way too often and that needs to stop.
- 2) Workout more regularly - Up until last winter I was very good about getting to the workout center on a regular basis. I need to get back into this habit consistently.
- 3) Drink less beer - This will be difficult but I know that I need to limit myself better if I'm going to succeed."

Also in the winter of 2004-5, we decided to take advantage of the less intense or frequent bike riding and step up our workouts. We ride the trails in winter, but the rides aren't enough of a workout to have that be all we do to maintain weight or lose weight and increase strength. We decided that just bike riding wasn't enough for our bodies to get or stay in shape. We went to the Rec. Center more to lift weights and other aerobic and cardio workouts. We bought a bike trainer and got some Spinervel videos so if we felt lazy and didn't want to go out in the snow, we had no excuses- all we had to do was go to our basement! We did some double workouts to increase the after effects of calorie burn. We woke up a 5 am to do the AM workout and did the PM workout after work. I needed to do more cross-training because my female fat wasn't coming off as easily as Frank's male fat was, so I did more with running, and swimming. Hmm... swim, bike, run? That sounds like a Triathlon waiting to happen! A friend who was training for an Ironman recommended a book that was perfect for me to get started: *Slow, Fat Triathlete* by Jayne Williams. I was inspired, and so I joined a Triathlon club and went swimming two mornings a week. Keep in mind we did the cross training all with the goal that we'd get faster on the bike. On a bad day, swimming is tedious; running hurts, and weight training is monotonous. On a good day, they are all tolerable activities, but they are never as much fun as riding a bike. These activities are merely means to an end- being better and faster on the bike.

Keep in mind; we were still drinking beer while this was going on.

Before we knew it, the exercise paid off. Our exercise logs show we were doing 12 hours a week of work outs in the winter. But you should see our house. It is in shambles. We moved in two years ago, and we haven't done any decorating and hardly any upgrades to it. I have two incompletes in school and sometimes we forget to stop long enough just to write checks to pay our bills. Our clean laundry is sprawled all over the basement floor, and our dirty laundry is hanging on door knobs. That's when the Sniff test can help. Oops, wrong thread. Anyway, our routine was workout, work, work out, eat, sleep and yes, drink beer. Bad timing to buy a house- just when we started biking more!

Once we started to feel like we were getting in better shape, we wondered how we got to that state of blubber in the first place. Placing our food and exercise on Fitday.com, a free web based program, helped us to see what we were eating and what calories we were burning. A friend had mentioned that the program really helped him, and it was a great visual tool for us to see exactly what we were eating... and drinking. We were downing over 3,000 calories a day without a blink of an eye! That's way too much food... but we had no idea we were overindulging until we punched it into the computer. It is a struggle to keep the intake to 2200 calories or less with the beer, but we are manag-

ing most of the time. We can't resist stadium nachos and snickers bars, though...

We are having fun with the biking this summer. I will have done four triathlons this season, and we had a blast at 12 Hours of Addison doing a two person team. We really feel like we have stamina now after that event. I did some swim meets and medalled, mostly because there were so few in my age class for the type of event I competed in that I was a winner. Maybe my competition just hasn't gotten off the couch yet. The biggest surprise came when I got third place beginner at the time trial at Novi.

The struggle is that this lifestyle change has to be permanent. If we stop tracking, logging, setting goals, exercising, professing our goals out loud to other people, all the FAT will come back like the weeds growing in our yard. As it is now, Frank has met his goal weight, but I still have some to go. My Beer Belly is the size of a bowling ball instead of a watermelon at this point, so that is progress. Frank's Beer Belly is looking like flabby elephant skin at this point. We keep reading nutrition articles and books to keep us focused, and with help from Old Joe, a life long mountain biker and sports enthusiast on another local bulletin board, we get some great advice to help with improving our athletic performance.

We've set goals for 2006. I am planning to participate in the Disney Marathon in January, and Frank is going to do the Lumbarjack. For Ore to Shore in 2006, I want to beat 4 hours and Frank wants to cut a half hour off his time and have zero mechanicals!!!

See you on the trails and for a beer afterwards!

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Freeriding into the Future

Originally published in the 2005 IMBA Trail News -- Freeride Issue. Reprinted with permission.



In 1997, a story titled "Bike Makers Try Comfort and Gizmos to Pump Up Profit" appeared in the financial pages of the *New York Times*. The story speculated that disk brakes and full suspension — recent developments in bicycle technology at the time — might help boost sales by appealing to older, well-to-do riders.

The *Times* got the story half right. Nearly a decade later, the aforementioned "gizmos" have proven popular with young and old riders alike. Better brakes and plush suspension helped inspire the challenge-oriented style known as freeriding.

"Freeride reflects a generation of mountain bikers who have rediscovered the passion that first lured cyclists into the forest in the late 1970s," says *Mountain Bike Action's* Richard Cunningham. "The dilemma we face, however, is that the modern

mountain bike is far more capable than previous bikes, so the present trail systems offer fewer challenges."



The number of technically advanced bikes — and riders with the skills to handle them — will only increase in upcoming years. "If you look back at Trek's catalogue from the year 2000 you'll see a couple of cross-country bikes with fairly minimal suspension," says Joe Vadeboncouer, a product specialist at Trek Bicycles. "Next year, we'll offer five full categories — totaling 21 models — of full-suspension bikes. We're confident that our future consumer is going to have an interest in freeride — it's where the soul of the sport is these days."

Skip Hess, president of Giant USA, agrees that the freeride category offers significant growth potential, but says there are degrees of freeride compatibility. "Freeride and downhill bikes with eight inches of



travel grab the media's attention. While they don't provide the bulk of our full-suspension sales, those technologies do trickle down to our mid-range and entry-level models. That allows more people to tackle more kinds of terrain when they go riding."

Here at IMBA, it's increasingly apparent that mountain bikers across North America are eager for freeriding challenges. An unprecedented number of freeride-oriented clubs have been formed. We also received more than 20 well-crafted applications for the 2005 Kona/IMBA Freeride Grants program, and new freeride areas (on both private and public lands) are cropping up everywhere.

Developments in bicycle technology often lead to unexpected access issues, and the need to educate and encourage land managers about what the future might hold. In the past three decades, IMBA has learned a lot about how to create sustainable, challenging cycling experiences. Freeriding is simply the latest opportunity to utilize that knowledge.

For more information, visit imba.com/resources on the web.



Photography by Bryan Mitchell
www.mountainbikephotographer.com



MEMBER SHOPS

The stores and services listed below are MMBA Members as of September 1st 2005. Those listed in bold text give 10% discounts to members!

Allen Park

Roll Models Cycle & Fitness
(313) 382-1990

Augusta

Custer Cyclery
(269) 731-3492

Ann Arbor

Great Lakes Cycling & Fitness
(734) 668-6484
www.greatlaksecycling.com

Two Wheel Tango

(734) 528-3030
www.twowheeltango.com

Beulah

Bent Crank Cyclery
(231) 882-7793

Birmingham

Bike USA, Inc.
(248) 594-8850

Brighton

K2 Bike
(810) 632-6325
www.k2bike.com

Dexter

Dexter Bike and Sport
(734) 426-5900
www.dexterbikeandsport.com

East Lansing

Denny's Cycle Sports
(517) 351-2000

Flint

Assenmacher's Hill Road Cycling
(810) 232-2994
www.assenmachers.com

Flint

Sunrise Sports
(810) 629-3760
www.sunrisesports.com

Gaylord

Latitude 45 Cycle & Sport
(989) 731-4540
www.lat45sport.com

Grayling

The Bicycle Shop
(989) 348-6868

Harbor Springs

Touring Gear Bicycle Shop
(231) 526-7152
www.touringgearbicycles.com

Hazel Park

Continental Bike Shop
248-545-1225

Holland

Velo City Cycles
616-355-2000

Jackson

On 2 Wheels, Inc.
517-789-6077

Pedal and Tour Cycling & Fitness

(800) 298-5781
www.pedalandtour.com

Jenison

Village Bike Shop Ltd.
(616) 457-1670

Lake Orion

Paint Creek Bicycles
(248) 693-9620

Lansing

Eric's Cycling & Fitness Center
(517) 882-7003

Muskegon

Breakaway Bicycles
(231) 759-0001

Okemos

Central Park Bicycles
(517) 349-8880

Owosso

House of Wheels, Inc.
(989) 725-8373

Oxford

Main Street Bicycles
(248) 236-9100

Plymouth

Trail's Edge Cyclery
(2734) 420-1200
www.trails-edge.com

Pontiac

Scarlett's Bike & Fitness
(248) 333-7843
www.scarlettsbikeandfitness.com

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www.modernextremesports.com

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www.ctbicycles.com

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www.treefortbikes.com

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Please send corrections to BRB@MMBA.ORG or call (248) 349-1937

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www.marquettetmountain.com

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www.nordicbay.com

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www.slingshotbikes.com

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Granger, IN
(574)679-4057
www.sportcrafters.com

Trail Atlas of Michigan
Hansen Publishing Company
Okemos, MI
(517) 349-4683
www.michiweb.com/trailatlas

ZZ Underwater World
Lansing, MI
(517) 485-3894
www.zzunderwaterworld.com

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Berkley, MI
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www.goarmadillo.com

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Belmont, MI
(616) 784-9327

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www.cheqfatiire.com

Iceman Promotions, Inc.
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www.iceman.com

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Comstock Park, MI
(616)863-3291

Oakland County Parks & Rec
(248) 858-0916
www.co.oakland.mi.us

Tailwind Enterprises
Davisburg, MI - (248) 634-6178
www.tailwind.net

Zoo-De-Mackinac "Bike Bash"
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(248) 549-1072
www.zoo-de-mack.com

Visitor Bureaus

Grayling Area Visitors Bureau
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www.grayling-mi.com

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Photo guidelines: Make sure photos are in focus, the subject is fairly close and they are interesting. Also try to make sure faces are lit well. Email photos to bryan@bryanmitchell.com. Keep the files large. Try to send sizes of at least 5X7 at a resolution of 300ppi. (2000X2000 pixels and a file size of at least 2 mb) Email photos as JPEG attachments and don't imbed them in documents like Microsoft Word. (make sure they have .jpg at the end of the file name).

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